



November 2, 2007

Border Security Regulations Branch
Office of International Trade
U.S. Customs and Border Protection
1300 Pennsylvania Ave. NW (Mint Annex)
Washington, DC 20229

RE: NPRM – USCBP-2007-0064

To Whom It May Concern:

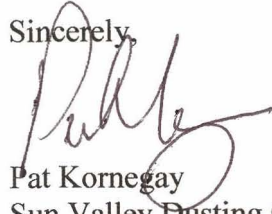
I have owned an agricultural aircraft operation and aircraft dealership in South Texas for over 30 years. Along with a steady volume of aircraft exports to Latin America, we also conduct air tanker operations for wildfire control in both the United States and Mexico. I am opposed to the above referenced Notice of Proposed Rulemaking that would require general aviation pilots to notify Customs and Border Protection via internet in advance of departing from or arriving at ports of entry in the United States.

Regulations already in place require all aircraft crossing the border to have on file a flight plan with FAA listing type and registration of the aircraft along with the pilot's name and aircraft home base. There is also a requirement that has been in place for many years that inbound aircraft notify U.S. Customs one hour in advance of arrival. This requirement is often overlooked by customs officials as a courtesy to arriving aircraft because telephone service from many points of departure in Canada, Mexico, and Central America does not exist. It is also physically impossible to reach U.S. FAA Flight Service stations or Air Traffic Control facilities by radio in most cases until the aircraft is within 30 minutes of arrival. In many cases, where we have been able to file a flight plan from our departure point, or have reached FAA FSS or ATC by radio, Customs officials have no record of our notification on arrival.

To propose additional requirements upon general aviation aircraft that constitute a large portion of the international trade between our neighbors to the north and south is impractical. The existing requirements for FAA flight plans, along with an extensive U.S. Customs enforcement and interdiction network are sufficient to secure cross border traffic of general aviation aircraft. Improving communications between U.S. Customs and Border Protection and the Federal Aviation Administration Flight Service System within the existing regulatory framework would be a more practical way to enhance border security. Telephone or internet services are extremely limited at many points of departure in Canada and Mexico, rendering compliance with the proposed regulation impossible.

To further penalize general aviation operators and pilots without regard to the feasibility of the proposed regulations is both unjust and impractical. It would be a grave and unworkable imposition on legitimate air traffic. Those who wish to cross the border illegally are not going to notify the authorities and will still have to be dealt with by Customs and Border Protection interdiction teams, as they are currently.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Pat Kornegay', with a stylized flourish at the end.

Pat Kornegay

Sun Valley Dusting Company

Past President, National Agricultural Aviation Association

National Agricultural Aviation Research & Education Foundation

Texas Agricultural Aviation Association